

**Amendments to the Claims:**

*This listing of claims will replace all prior versions, and listings, of claims in the application:*

1. (currently amended) A headrest for a motor vehicle backrest for an occupant seat of a motor vehicle comprising:

a base portion including a track;

an occupant-engaging contact portion supported for relative translational movement on the base portion within the track, thereby inhibiting non-translational movement of the contact portion relative to the base portion;

an articulated spread-lever arrangement linking the base portion and the contact portion and operative to displace the contact portion away from the base portion upon relative rotation of a first link of the arrangement relative to a second link of the arrangement; and

a tension spring extending between the contact portion and the base portion and urging the contact portion toward the base portion,

whereby rotation of the first link of the arrangement relative to the second link of the arrangement causes a translation of the contact portion relative to the base portion.

Claim 2 (canceled)

3. (currently amended) The vehicle headrest of claim [[2]] 1, wherein the track is integrally formed in the base portion.

4. (original) The vehicle headrest of claim 1, wherein the arrangement includes an overcenter condition, whereby the contact portion locks at or near a maximally deployed position away from the base portion upon maximum rotation of the first link relative to the second link.

5. (currently amended) A backrest for an occupant seat of a motor vehicle comprising:

a backrest frame;

a headrest including a base portion supported atop the backrest frame, an occupant-engaging contact portion supported for relative translational movement on the base portion, an articulated spread-lever arrangement linking the base portion and the contact portion and operative to displace the contact portion away from the base portion upon relative rotation of a first link of the arrangement relative to a second link of the arrangement, and a tension spring extending between the contact portion and the base portion urging the contact portion toward the base portion; [[and]]

an actuator for imparting a rotation of the first link of the arrangement relative to the second link of the arrangement, whereby the contact portion is controllably translated relative to the base portion, the actuator including a Bowden cable operative to impart a rotation of the first link relative to the second link when tensioned; and

a cam that is eccentrically mounted on the backrest frame for rotation in response to an occupant inertial force applied against the backrest frame, and wherein the Bowden cable is secured to a surface of the cam such that the Bowden cable is tensioned upon relative rotation of the cam.

Claims 6-9 (canceled)

10. (original) The vehicle backrest of claim 5, wherein the base portion of the headrest includes a track, and wherein the contact portion of the headrest is translated within the track.

11. (original) The vehicle backrest of claim 10, wherein the track is integrally formed in the base portion.

12. (original) The vehicle backrest of claim 5, wherein the arrangement includes an overcenter condition, whereby the contact portion locks at or near a maximally deployed position away from the base portion upon maximum rotation of the first link relative to the second link.

Claim 13 (canceled)

14. (new) The vehicle headrest of claim 1, wherein the track comprises a slot, and the contact portion includes a sidewall having a convex portion configured to ride in the slot.

15. (new) A backrest for an occupant seat of a motor vehicle comprising:  
a backrest frame;

a headrest including a base portion supported atop the backrest frame, an occupant-engaging contact portion supported for relative translational movement on the base portion, an articulated spread-lever arrangement linking the base portion and the contact portion and operative to displace the contact portion away from the base portion upon relative rotation of a first link of the arrangement relative to a second link of the arrangement, and a tension spring extending between the contact portion and the base portion urging the contact portion toward the base portion;

an actuator for imparting a rotation of the first link of the arrangement relative to the second link of the arrangement, whereby the contact portion is controllably translated relative to the base portion, the actuator including a Bowden cable operative to impart a rotation of the first link relative to the second link when tensioned, the Bowden cable having a first end secured to the first link and a second end secured to the backrest frame;

a receiving block mounted on the backrest frame, the receiving block defining a pocket; and

a lever arm, mounted on the backrest frame for rotation in response to an occupant inertial force applied against the backrest frame, operative to increasingly urge a

length of the Bowden cable laterally into the pocket of the receiving block with increasing applied force.

16. (new) The vehicle backrest of claim 15, wherein the base portion of the headrest includes a track, and wherein the contact portion of the headrest is translated within the track.

17. (new) The vehicle backrest of claim 16, wherein the track is integrally formed in the base portion.

18. (new) The vehicle backrest of claim 15, wherein the arrangement includes an overcenter condition, whereby the contact portion locks at or near a maximally deployed position away from the base portion upon maximum rotation of the first link relative to the second link.